

On page 8, please replace paragraph [0031] with the following paragraph:

Q3 [0031] In the lateral part of the crown, the cords of the two plies 3 and 4 are in contact with a second rubber decoupling layer 10 of modulus of elasticity less than that of the first layer. The ratio of moduli ranges between 0.05 and 0.8 and preferably between 0.4 and 0.6 and more preferably between 0.5 and 0.7. That layer of lower modulus limits the amplitude of the maximum shear stresses at the ends of the plies and therefore limits the energies dissipated by hysteresis on rolling.

On page 11, please replace paragraph [0046] with the following paragraph:

A4 [0046] The modulus of elasticity and/or the damping ratio  $\tan \delta$  of the two layers 25 and 26 can vary like the two working variants previously described.

### In The Claims

Please cancel Claim 4 ~~without~~ prejudice to Applicants' right to pursue the canceled subject matter in other applications.

Please amend the claims as follows:

A5 1. (amended) A tire comprising a crown, two sidewalls and two beads, a carcass reinforcement anchored in said beads and a belt reinforcement;

wherein said belt reinforcement comprises two superposed reinforcing rows formed by cords parallel in each row and criss-crossed from one row to the other by forming angles ( $\alpha$ ,  $\beta$ ) with the circumferential direction ranging between  $10^\circ$  and  $70^\circ$ ;

wherein between said reinforcing rows, at least two rubber decoupling layers of different mechanical properties are placed axially adjacent; and

a5  
wherein each of said rubber decoupling layers is in contact with said cords of said reinforcing rows.

a6  
5. (amended) The tire of Claim 1; wherein a first rubber decoupling layer is placed between the center part of said reinforcing rows; and

wherein a second rubber decoupling layer is placed on at least one side of said first rubber decoupling layer and extends at least as far as the corresponding lateral ends of said reinforcing rows.

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6. (amended) The tire of Claim 5, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 0.05 and 0.8.

7. (amended) The tire of Claim 5, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 0.5 and 0.7.

8. (amended) The tire of Claim 5, wherein said second rubber decoupling layer has a damping ratio  $\tan \delta$  less than that of said first rubber decoupling layer.

9. (amended) The tire of Claim 8, wherein said second rubber decoupling layer has a damping ratio  $\tan \delta$  below 0.08 measured at a frequency of 10 Hz, at a temperature of 60°C, and at a peak-to-peak dynamic deformation of 10%.

10. (amended) The tire of Claim 5, wherein said belt reinforcement comprises, on the same side as said second rubber decoupling layer, an additional reinforcing row of cords

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oriented in the circumferential direction and extending axially roughly like said second rubber decoupling layer.

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11. (amended) The tire of Claim 10, wherein said additional reinforcing row is placed radially outside said reinforcing rows.

12. (amended) The tire of Claim 10, wherein said additional reinforcing row is placed radially inside said reinforcing rows.

13. (amended) The tire of Claim 10, wherein said additional reinforcing row is placed radially between said reinforcing rows.

14. (amended) The tire of Claim 5, wherein the H/W aspect ratio is greater than 0.55.

15. (amended) The tire of Claim 5, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.2 and 20.

16. (amended) The tire of Claim 5, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.5 and 10.

17. (amended) The tire of Claim 15, wherein said first rubber decoupling layer has a damping ratio  $\tan \delta$  below that of said second rubber decoupling layer.

18. (amended) The tire of Claim 17, wherein said first rubber decoupling layer has a damping ratio  $\tan \delta$  below 0.08 measured at a frequency of 10 Hz, at a temperature of 60°C, and at a peak-to-peak dynamic deformation of 10%.

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0.55.

19. (amended) The tire of Claim 15, wherein the H/W aspect ratio is less than

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20. (amended) The tire of Claim 5, wherein the zone of contact between said  
cords of said reinforcing row whose axial width is the smaller of the two and said second rubber  
decoupling layer is axially greater than 5 mm.21. (amended) A tire according to Claim 5, in which the zone of contact between  
said cords of said reinforcing row whose axial width is the smaller of the two and said second  
rubber decoupling layer ranges axially between 20 mm and 1/3 the axial width of said  
reinforcing row.22. (amended) The tire of Claim 5, wherein each second rubber decoupling layer  
extends axially more than 3 mm beyond the lateral ends of said cords of said reinforcing rows.

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Please add the new claims as follows:a7  
23. (new) A tire comprising a crown, two sidewalls and two beads, a carcass  
reinforcement anchored in the two beads and a belt reinforcement, wherein said belt  
reinforcement comprises two superposed reinforcing rows formed by cords parallel in each row,  
and criss-crossed from one row to the other row by forming angles ( $\alpha$ ,  $\beta$ ) with the  
circumferential direction ranging between  $10^\circ$  and  $70^\circ$ ;wherein between said reinforcing rows, at least two rubber decoupling layers of  
different mechanical properties are placed axially adjacent;each said  
wherein at least two of said rubber decoupling layers is in contact with said cords  
of said reinforcing rows;

wherein a first rubber decoupling layer is placed between the center part of said reinforcing rows;

wherein a second rubber decoupling layer is placed on at least one side of said first rubber decoupling layer and extends at least as far as the corresponding lateral ends of said reinforcing rows; and

wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.2 and 20.

24. (new) The tire of Claim 23, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.5 and 10.

25. (new) The tire of Claim 23, wherein said first rubber decoupling layer has a damping ratio  $\tan \delta$  below that of said second rubber decoupling layer.

26. (new) The tire of Claim 25, wherein said first rubber decoupling layer has a damping ratio  $\tan \delta$  below 0.08.

27. (new) The tire of Claim 23, wherein the H/W aspect ratio is less than 0.55.

28. (new) The tire of Claim 23, wherein the zone of contact between said cords of the reinforcing row whose axial width is smaller and said second rubber decoupling layer is axially greater than 5 mm.

29. (new) The tire of Claim 23, wherein the zone of contact between said cords of the reinforcing row whose axial width is smaller and said second rubber decoupling layer ranges axially between 20 mm and 1/3 the axial width of said crown reinforcing row.